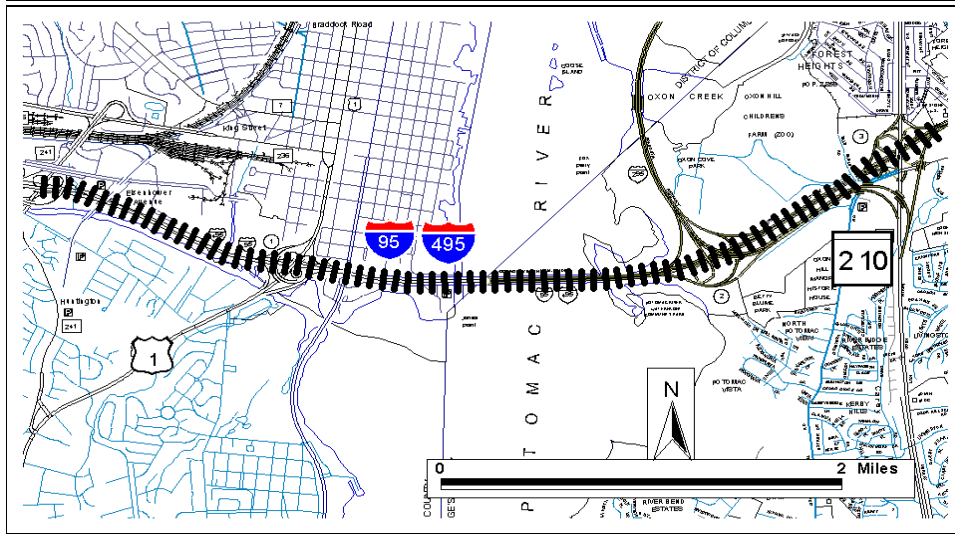


STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 1

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-95/I-495 Woodrow Wilson Bridge Improvement

DESCRIPTION: Joint project with VDOT, DCDPW and FHWA to address congestion and operational problems associated with the Woodrow Wilson Bridge. The limits of the project are from Telegraph Road in Virginia to MD 210 in Maryland. A pedestrian/bicycle facility will be included in this project. (BRAC Related)

JUSTIFICATION: The bridge was nearing the end of its structural life and operating with traffic volumes significantly higher than its design capacity.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-295/I-495, National Harbor Access (Line 4)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
 MD 210, MD 228 to I-95/I-495 (Line 20)
 MD 210, Interchange at Kerby Hill/Livingston Roads (Line 21)

STATUS: Engineering and Construction underway. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	16264	42968	26435	17052	0	WWB/HP

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	98,193	86,476	5,365	1,494	1,414	3,444	0	0	11,717	0
Right-of-way	3,642	3,535	107	0	0	0	0	0	107	0
Construction	1,216,457	791,158	175,003	131,819	35,000	23,949	0	0	365,771	59,528
Total	1,318,292	881,169	180,475	133,313	36,414	27,393	0	0	377,595	59,528
Federal-Aid	1,147,241	810,341	164,478	123,130	29,578	19,714	0	0	336,900	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

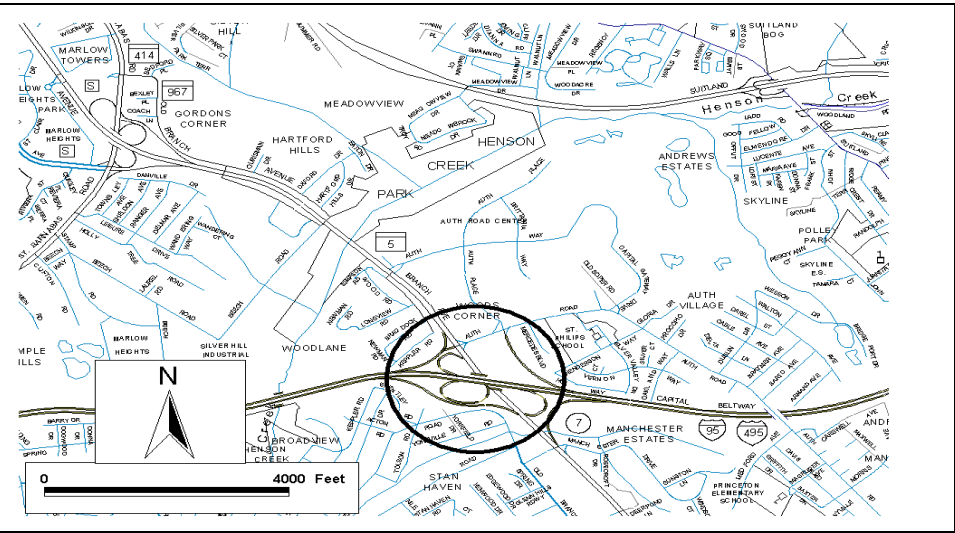
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 213,500

PROJECTED (2030) - 278,100

OPERATING COST IMPACT: \$700,000 per year



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Reconstruct the interchange of MD 5 (Branch Avenue) and I-95/I-495 to improve access to the Branch Avenue Metro Station. This includes the construction of a flyover ramp from inner loop I-95/I-495 to Southbound MD 5 (Phase 1). Pedestrian/bicycle facilities will be included where appropriate. (BRAC Related)

JUSTIFICATION: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods resulting in severe congestion.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
I-95/I-495, Branch Ave. Metro Access - Phase 2 (Line 13)

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost decrease of \$1.6 million is due to reduced utility needs.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	3,384	3,374	10	0	0	0	0	0	0
Right-of-way	10,832	7,136	1,034	2,662	0	0	0	0	0
Construction	36,492	5,225	7,457	8,252	8,362	7,196	0	0	0
Total	50,708	15,735	8,501	10,914	8,362	7,196	0	0	0
Federal-Aid	35,238	7,063	6,682	7,452	7,551	6,490	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

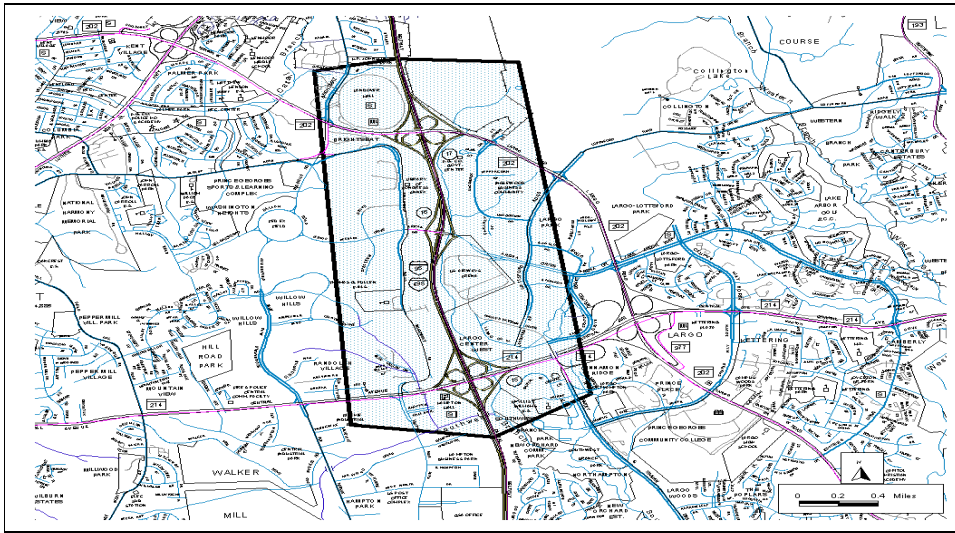
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 120,575 (MD 5)
185,725 (I-95/495)

PROJECTED (2030) - 141,000 (MD 5)
204,400 (I-95/495)

OPERATING COST IMPACT: \$42,700 per year



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Convert the I-95/I-495 interchange at Arena Drive from a part time interchange to a full time interchange to handle the existing and proposed growth in the vicinity of FedEx Field and the Largo Town Center Metro Station (2.80 miles).

JUSTIFICATION: This interchange would provide access to existing and proposed development in the area and relieve safety concerns at the I-95/I-495 interchanges at MD 202 and MD 214.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
 MD 202, Brightseat Road to Technology Way (Line 28)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	23912	0	0	0	0	IM

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost decrease of \$2.5 million is due to updated Engineering estimates and reduced Right-of-way needs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,353	1,053	300	0	0	0	0	0	300	0
Right-of-way	20	1	19	0	0	0	0	0	19	0
Construction	26,569	0	2,453	11,709	12,407	0	0	0	26,569	0
Total	27,942	1,054	2,772	11,709	12,407	0	0	0	26,888	0
Federal-Aid	23,912	0	2,208	10,538	11,166	0	0	0	23,912	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

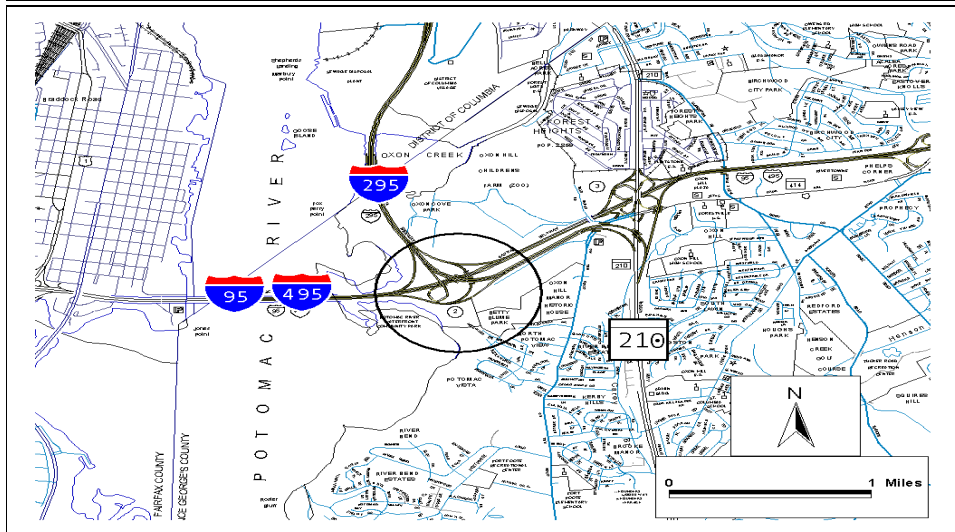
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 194,400

PROJECTED (2030) - 222,600

OPERATING COST IMPACT: \$1,500 per year



PROJECT: I-295/I-495, National Harbor

DESCRIPTION: Construct access improvements and MD 414 Extended.

JUSTIFICATION: This project supports the National Harbor project, which is a major economic development opportunity in Prince George's County.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Woodrow Wilson Bridge Improvements (Line 1)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
 MD 210, MD 228 to I-95/I-495 (Line 20)
 MD 210, Interchange at Kerby Hill/Livingston Road (Line 21)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,200	300	0	2,900	0	0	0	0	2,900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,150	14,542	15,808	0	9,200	9,100	1,500	0	35,608	0
Total	53,350	14,842	15,808	2,900	9,200	9,100	1,500	0	38,508	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

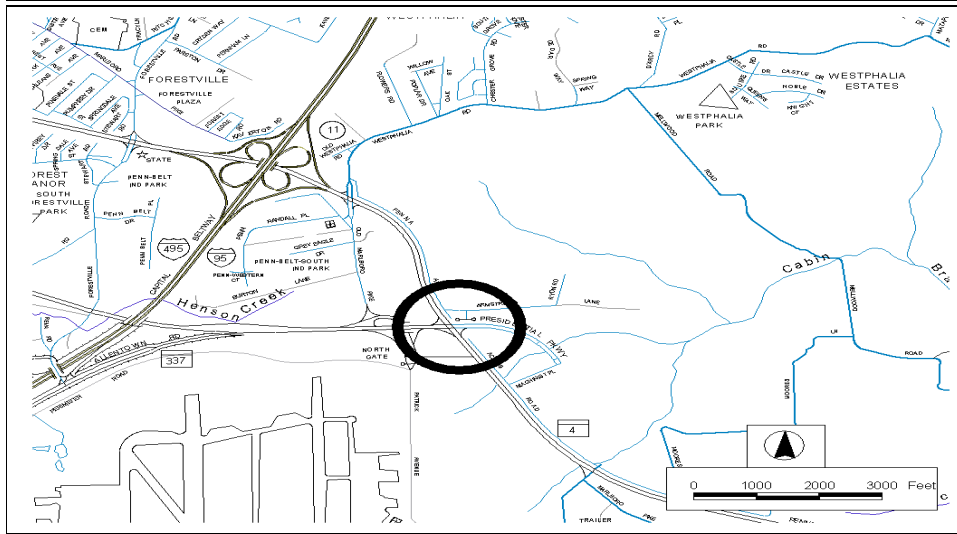
CURRENT (2005) - 192,625

PROJECTED (2030) - 278,100

OPERATING COST IMPACT: \$3,900 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 5

PRIMARY CONSTRUCTION PROGRAM



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway. (BRAC Related)

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and accommodate planned development.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
MD 4, MD 223 to I-95/I-495 (Line 17)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	14700	0	0	0	0	NHS/STP
CO	0	52602	0	0	0	NHS/HP

STATUS: Engineering underway. Right-of-way to begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,721	588	1,000	1,000	4,133	0	0	0	6,133	0
Right-of-way	18,443	3	1,500	10,943	4,853	1,144	0	0	18,440	0
Construction	67,438	0	0	8,767	33,269	25,402	0	0	67,438	0
Total	92,602	591	2,500	20,710	42,255	26,546	0	0	92,011	0
Federal-Aid	72,197	113	1,980	16,318	33,056	20,730	0	0	72,084	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Freeway/Expressway

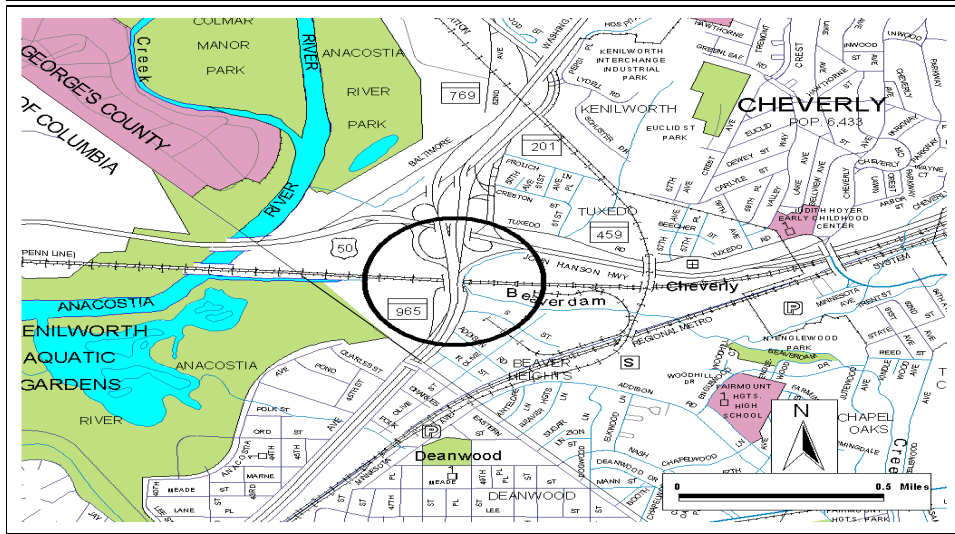
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 77,700

PROJECTED (2030) - 99,350

OPERATING COST IMPACT: \$9,600 per year



PROJECT: MD 201, Kenilworth Avenue

DESCRIPTION: Replace Bridge 16028 over Amtrak, MD 965 and Beaver Dam Branch.

JUSTIFICATION: The existing bridge is in a deteriorated condition. No acceleration lane exists on the southbound MD 201 bridge causing a stop condition for traffic from the eastbound US 50 ramp to southbound MD 201. This bridge has been identified as a high accident location.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation					
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$1.2 million is due to an unfavorable bid price.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	872	872	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	23,614	22	8,645	11,153	3,794	0	0	0	23,592	0	
Total	24,486	894	8,645	11,153	3,794	0	0	0	23,592	0	
Federal-Aid	19,667	707	6,940	8,967	3,053	0	0	0	18,960	0	

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Urban Freeway Expressway

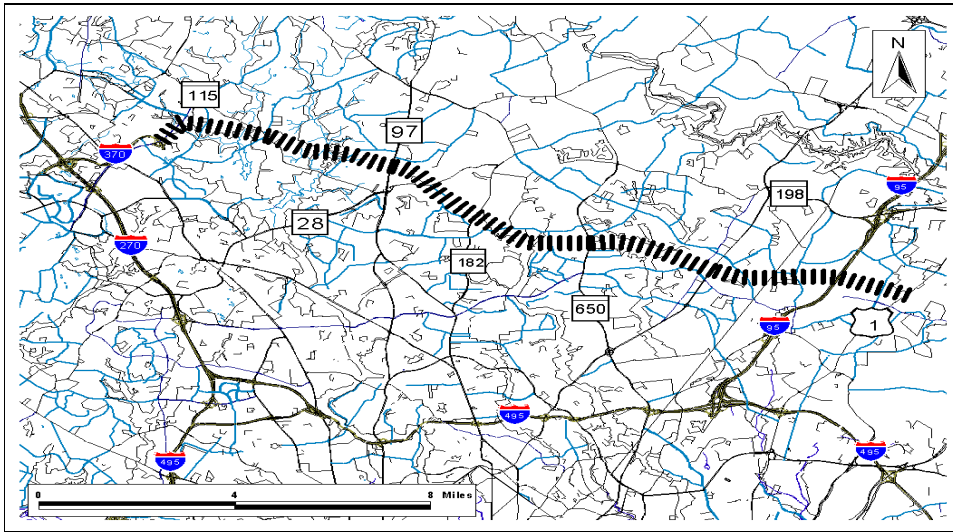
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 104,350

PROJECTED (2030) - 118,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 7
PRIMARY CONSTRUCTION PROGRAM


PROJECT: InterCounty Connector

DESCRIPTION: Construct a new East-West multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. (BRAC Related)

JUSTIFICATION: This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

SMART GROWTH STATUS:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input checked="" type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-95/Contee Road Interchange (Line 11)
MD 28/MD 198, MD 97 to I-95 (Line 25)
MD 201 Ext/US 1, I-95 to Contee Road (Line 27)

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	18670	0	0	0	STP/HP
CO	0	0	0	0	0	----

STATUS: Project Planning complete. Construction to begin during the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority Project Funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PROJECT CASH FLOW						
	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				SIX
	COST (\$000)	THRU 2006	YEAR 2007	YEAR 2008	.....2009.....	.....2010.....	.....2011.....	.....2012.....	YEAR TOTAL
Planning	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	19,270	600	0	18,670	0	0	0	0	18,670
Construction	0	0	0	0	0	0	0	0	0
Total	19,270	600	0	18,670	0	0	0	0	18,670
Federal-Aid	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

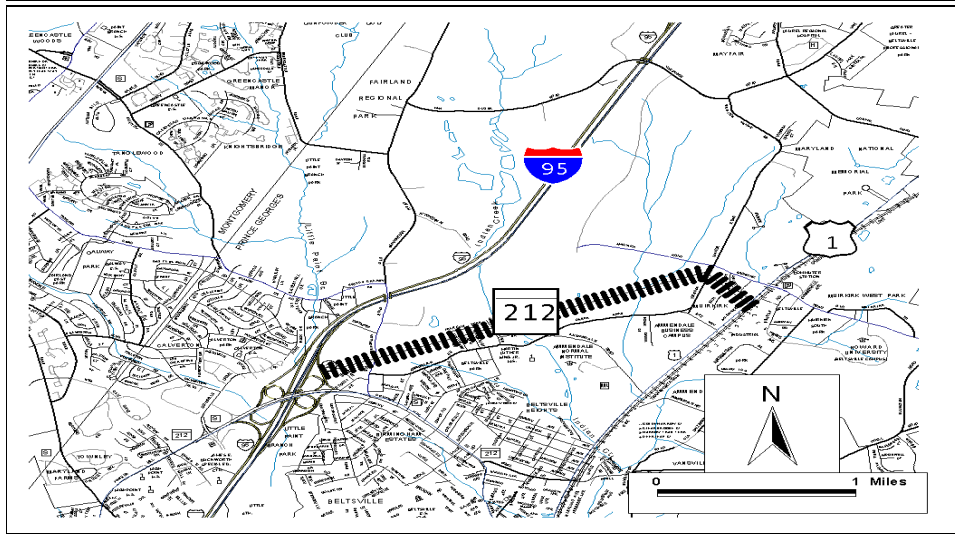
CURRENT (2005) - N/A

PROJECTED (2030) - 30,400 - 96,500

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 8

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 212 Relocated

DESCRIPTION: Prince George's County is constructing a multi-lane arterial along the general alignment of Ammendale/Virginia Manor Roads and Ritz Way from US 1 to I-95 (2.00 miles). When completed, this road will become MD 212. Sidewalks are included where appropriate, and wide curb lanes accommodate bicycles.

JUSTIFICATION: This project will relieve the projected traffic congestion generated by proposed development and enhance safety within the limits of the project.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 27)
 US 1, College Avenue to Sunnyside Avenue (Line 31)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction by Prince George's County underway. The cost shown is SHA's share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2009	2010	2011	2012	2013		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	155	155	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	7,000	7,000	0	0	0	0	0	0	0	0	0
Total	7,155	7,155	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - N/A

FEDERAL - N/A

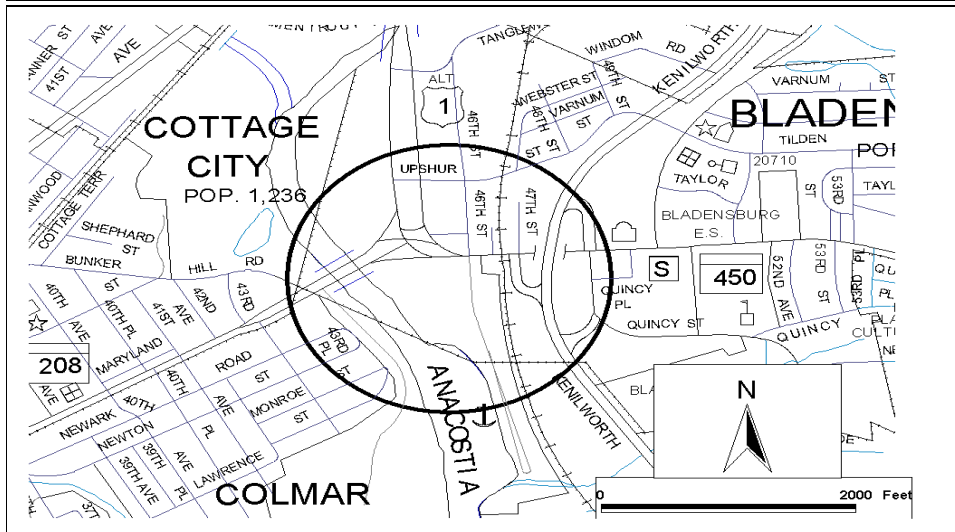
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 34,100

PROJECTED (2030) - 55,350

OPERATING COST IMPACT: \$10,000 per year



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Construct a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross in Bladensburg.

JUSTIFICATION: This project will improve safety and relieve major traffic backups that occur at this railroad crossing and adjacent intersections.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009....	.....2010....	.....2011....	.....2012....		
Planning	574	574	0	0	0	0	0	0	0	0	
Engineering	3,171	3,171	0	0	0	0	0	0	0	0	
Right-of-way	11,206	7,121	2,794	1,291	0	0	0	0	4,085	0	
Construction	53,742	18,829	14,655	12,132	8,126	0	0	0	34,913	0	
Total	68,693	29,695	17,449	13,423	8,126	0	0	0	38,998	0	
Federal-Aid	59,357	25,140	15,236	11,672	7,309	0	0	0	34,217	0	

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

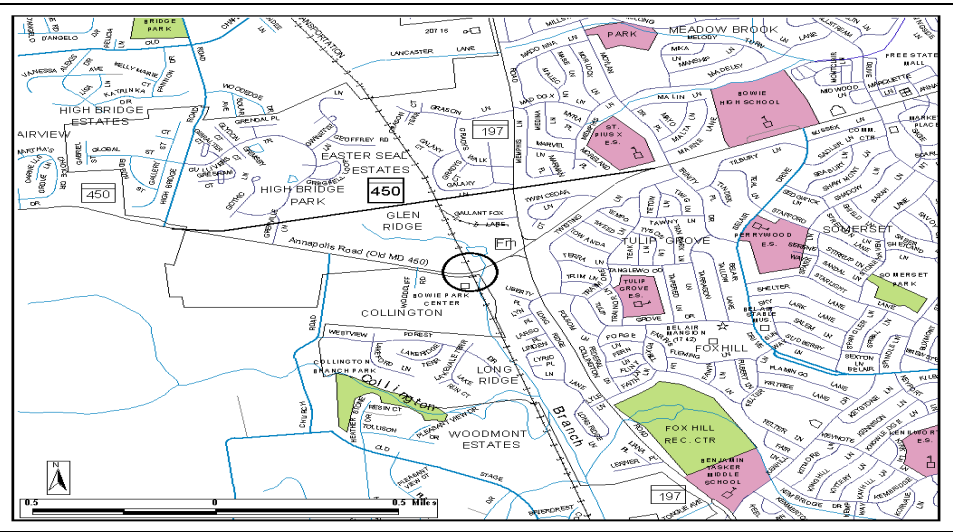
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 38,000

PROJECTED (2030) - 62,475

OPERATING COST IMPACT: N/A



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Replace old MD 450 Bridge 16017 over CSX Railroad. Wide shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The bridge is deteriorated and has substandard vertical and horizontal clearances.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☒ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2009	2010	2011	2012	SIX YEAR TOTAL
Planning	0	0	0	0	0	0	0	0	0
Engineering	443	439	4	0	0	0	0	0	4
Right-of-way	1,814	1,052	368	338	56	0	0	0	762
Construction	4,077	2,774	1,303	0	0	0	0	0	1,303
Total	6,334	4,265	1,675	338	56	0	0	0	2,069
Federal-Aid	5,047	3,389	1,343	270	45	0	0	0	1,658

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

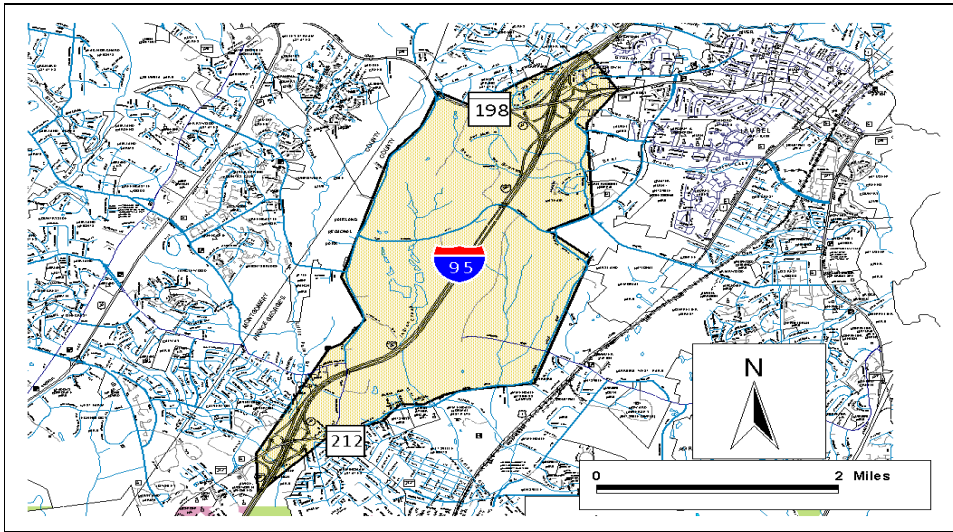
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 7,025

PROJECTED (2030) - 8,000

OPERATING COST IMPACT: N/A

**PROJECT:** I-95

DESCRIPTION: Study to construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated (2.0 miles). Bicycle and pedestrian access will be provided on Contee Road.

JUSTIFICATION: This interchange and collector-distributor road would relieve congestion on the mainline of I-95, improve traffic flow at the I-95/MD 198 interchange and provide access for proposed development east and west of I-95.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 7)
 MD 28/MD 198, MD 97 to I-97 (Line 25)
 MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 27)

STATUS: Project Planning and partial Engineering underway. Developer partially funding both Project Planning and Engineering. The cost shown is SHA share only. An additional \$1.1 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	2,034	1,928	106	0	0	0	0	0	106	0
Engineering	4,060	809	25	750	2,476	0	0	0	3,251	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,094	2,737	131	750	2,476	0	0	0	3,357	0
Federal-Aid	4,755	2,406	91	525	1,733	0	0	0	2,349	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

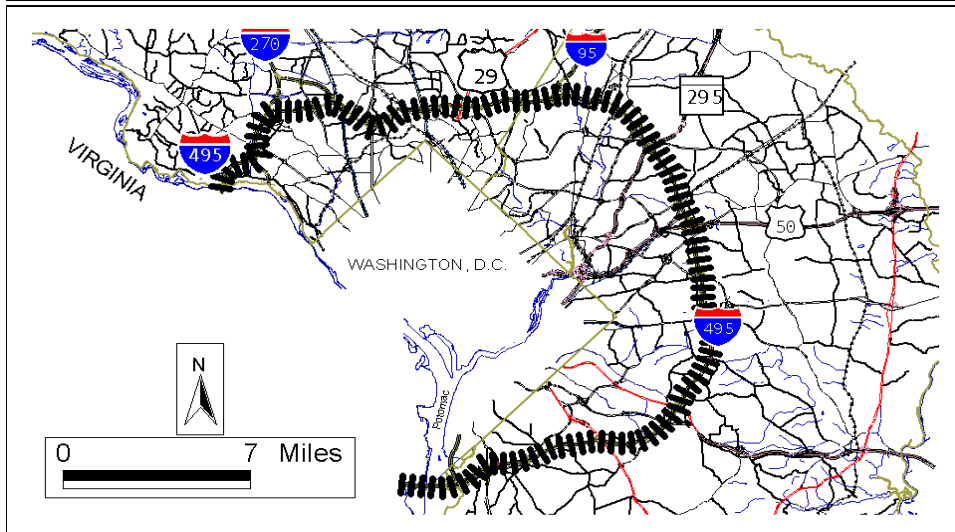
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 180,400

PROJECTED (2030) - 245,300

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 12
INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: I-495/I-95, Capital Beltway

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles). (BRAC Related)

JUSTIFICATION: Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Branch Avenue Metro Access - Phase 1 (Line 2)
 I-95/I-495, Interchange at Arena Drive - Interim Improvements (Line 3)
 MD 4, Interchange at Suitland Parkway (Line 5)
 I-95/I-495, Branch Ave. Metro Access - Phase 2 (Line 13)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	14,980	10,846	250	1,700	1,121	813	250	0	4,134	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,980	10,846	250	1,700	1,121	813	250	0	4,134	0
Federal-Aid	10,486	7,592	175	1,190	785	569	175	0	2,894	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

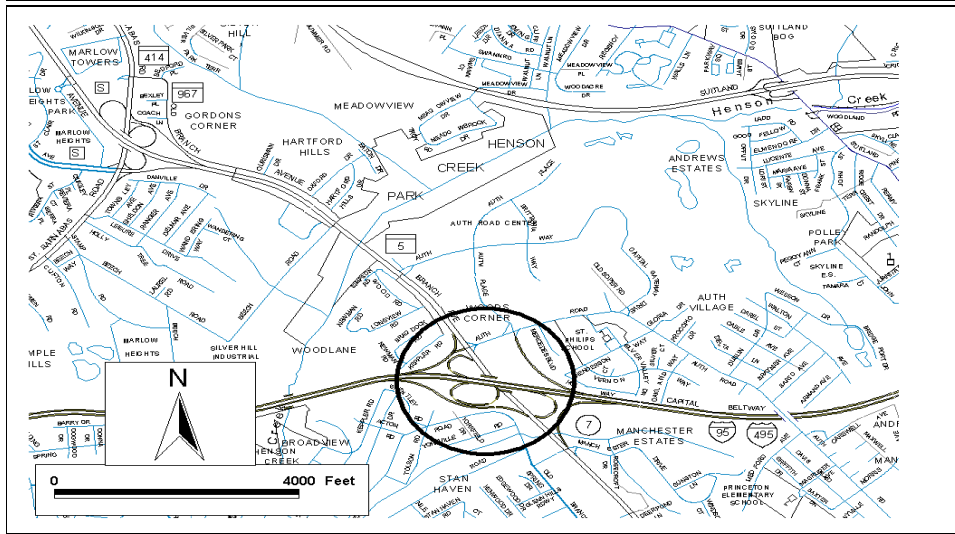
CURRENT (2005) - 137,775 - 255,800

PROJECTED (2030) - 144,100 - 278,100

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 13

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Improve access from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station. Phase 2 consists of improvements to the Access Road, pedestrian bridge and the County Roads (Auth Road, Auth Place and Auth Way). Pedestrian/bicycle facilities will be included where appropriate. (BRAC Related)

JUSTIFICATION: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this project is to provide a long term solution for traffic congestion in this area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Branch Ave. Metro Access - Phase 1 (Line 2)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
 MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)

STATUS: Engineering underway. Right-of-way to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	3257	0	0	0	0	NHS
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	777	777	0	0	0	0	0	0	0	0
Engineering	3,832	250	300	1,000	2,282	0	0	0	3,582	0
Right-of-way	4,071	0	10	1,919	1,902	240	0	0	4,071	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,680	1,027	310	2,919	4,184	240	0	0	7,653	0
Federal-Aid	6,309	187	248	2,335	3,347	192	0	0	6,122	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

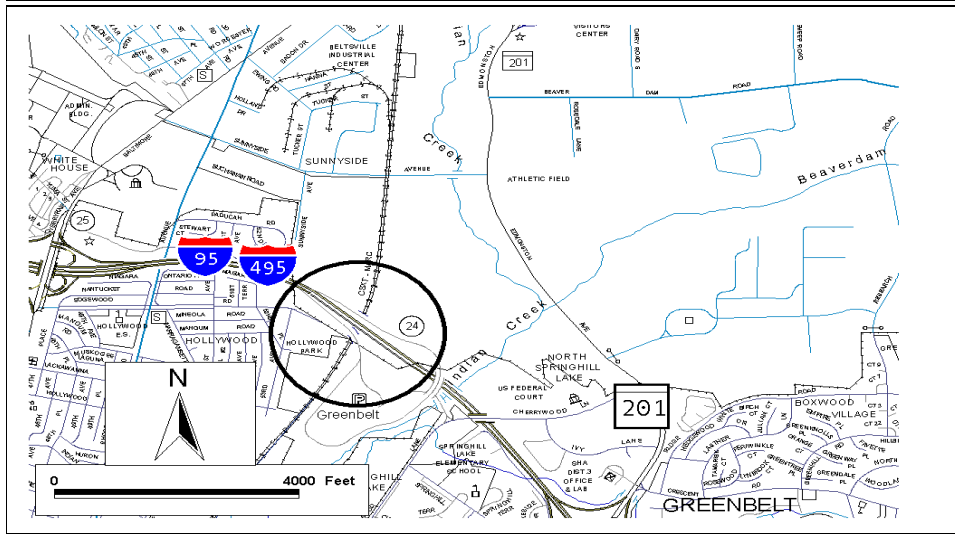
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 120,575 (MD 5)
 185,725 (I-95/495)

PROJECTED (2030) - 141,000 (MD 5)
 204,400 (I-95/495)

OPERATING COST IMPACT: N/A



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering on hold. Possible Developer contributions for Engineering, Right-of-way and Construction.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	1,559	1,559	0	0	0	0	0	0	0	0
Engineering	6,780	179	20	300	500	5,781	0	0	6,601	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,339	1,738	20	300	500	5,781	0	0	6,601	0
Federal-Aid	7,040	1,237	16	234	390	5,163	0	0	5,803	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

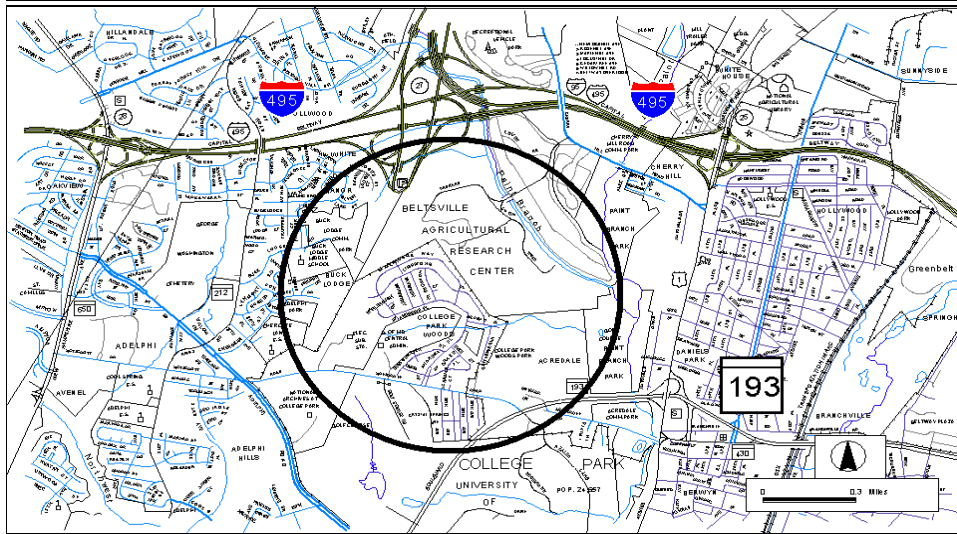
CURRENT (2005) - 236,575

PROJECTED (2030) - 282,800

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 15

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-95/I-495, University of Maryland Connector

DESCRIPTION: Study to provide improved access between the I-95/I-495 interchange and the University of Maryland campus in College Park (0.5 miles).

JUSTIFICATION: This project would provide an alternative means of access to the University of Maryland, College Park campus, thus enabling commuters to avoid congestion on area roadways.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 1, College Avenue to Sunnyside Avenue (Line 31)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. MDOT will coordinate the study with Prince George's County, Beltsville Agriculture Research Center, City of College Park and the University of Maryland.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)									
					.....2009....	.....2010....	.....2011....	.....2012....		
Planning	1,000	52	248	400	200	100	0	0	948	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,000	52	248	400	200	100	0	0	948	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

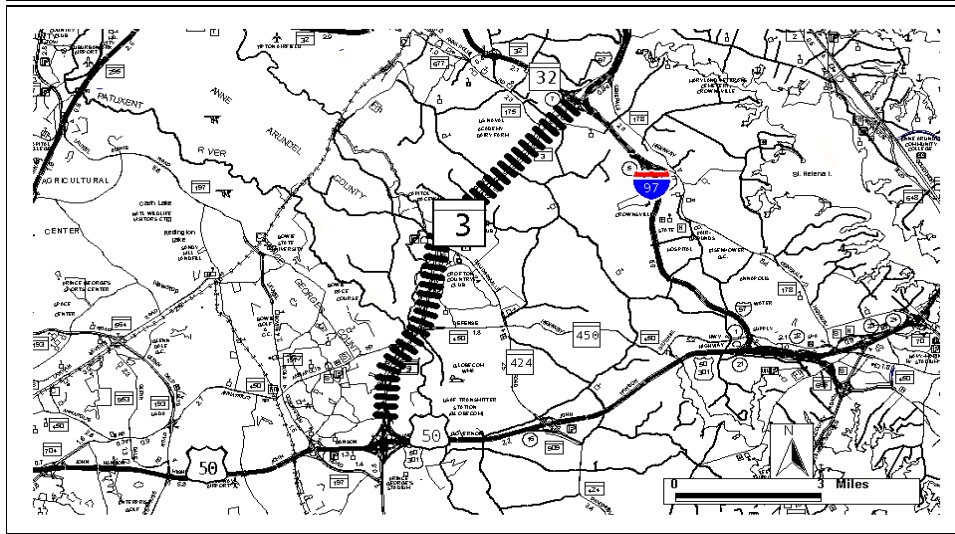
CURRENT (2005) - N/A

PROJECTED (2030) - 38,300

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 16

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Wide curb lanes and shoulders will accommodate bicycles. Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

JUSTIFICATION: This project would improve safety and operations and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☒ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Line 22)
 US 301, North of Mount Oak Road to US 50 (Line 23)
 US 301, Waldorf Area Project (Line 24)
 MD 450, Stonybrook Drive to west of MD 3 (Line 30)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$3.4 million was for the advanced acquisition of the Berkshire property.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	3,117	2,867	150	100	0	0	0	0	250	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,643	4,643	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,760	7,510	150	100	0	0	0	0	250	0
Federal-Aid	2,182	2,007	105	70	0	0	0	0	175	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

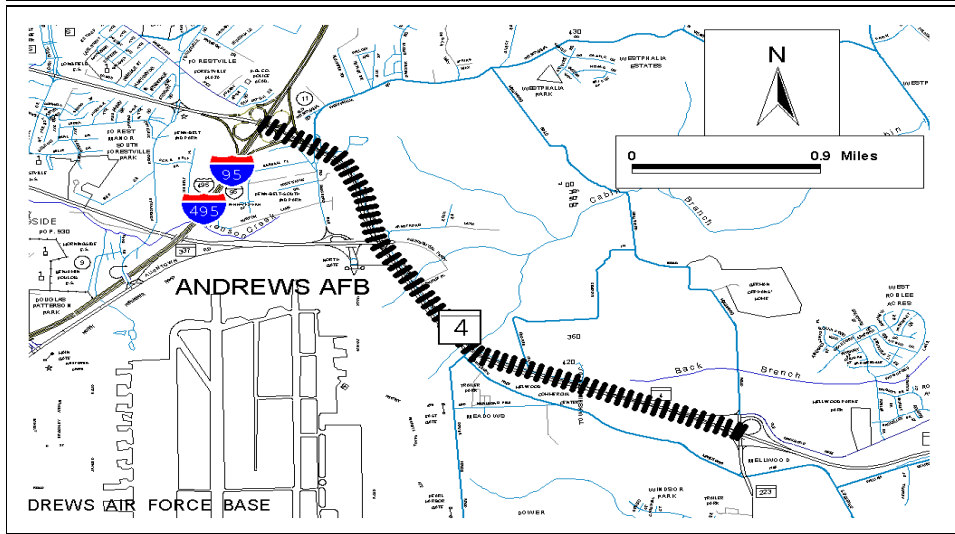
CURRENT (2005) - 74,500

PROJECTED (2030) - 124,800

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 17

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.08 miles). Interchanges at Westphalia and Dower House Roads are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 4, Interchange at Suitland Parkway (Line 5)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	1,615	1,615	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0
Federal-Aid	1,131	1,131	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

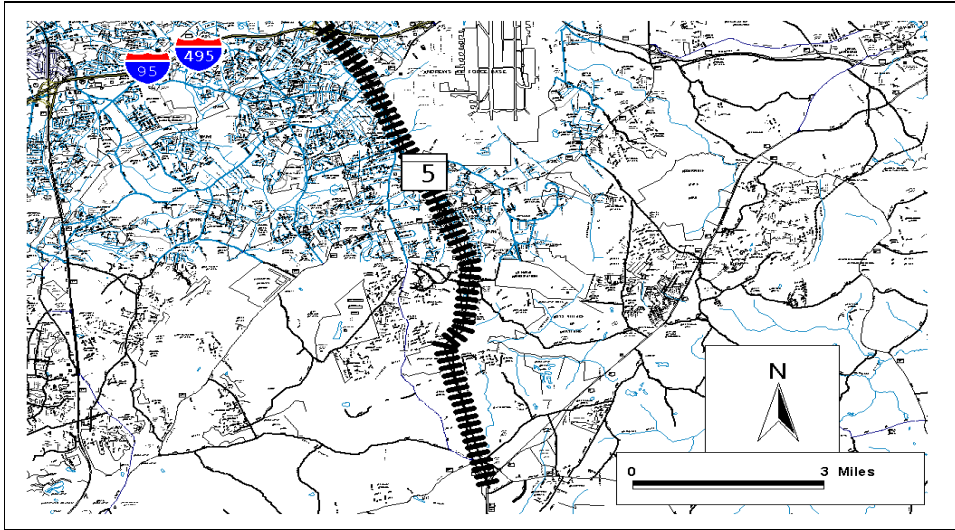
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 77,700

PROJECTED (2030) - 99,325

OPERATING COST IMPACT: N/A



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade existing MD 5 to a multi-lane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.50 miles). Interchanges at Surratts Road and Burch Hill/Earnshaw Drive are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

JUSTIFICATION: Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Branch Avenue Metro Station Access - Phase 1 (Line 2)
 I-95/I-495, Branch Ave. Metro Station Access - Phase 2 (Line 13)
 MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 19)
 US 301, South Corridor Transportation Study (Line 22)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$1.0 million is needed to complete Project Planning.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	2,322	394	599	879	250	200	0	0	1,928	0
Engineering	1,719	1,719	0	0	0	0	0	0	0	0
Right-of-way	8,196	8,166	30	0	0	0	0	0	30	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,237	10,279	629	879	250	200	0	0	1,958	0
Federal-Aid	6,392	6,369	23	0	0	0	0	0	23	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

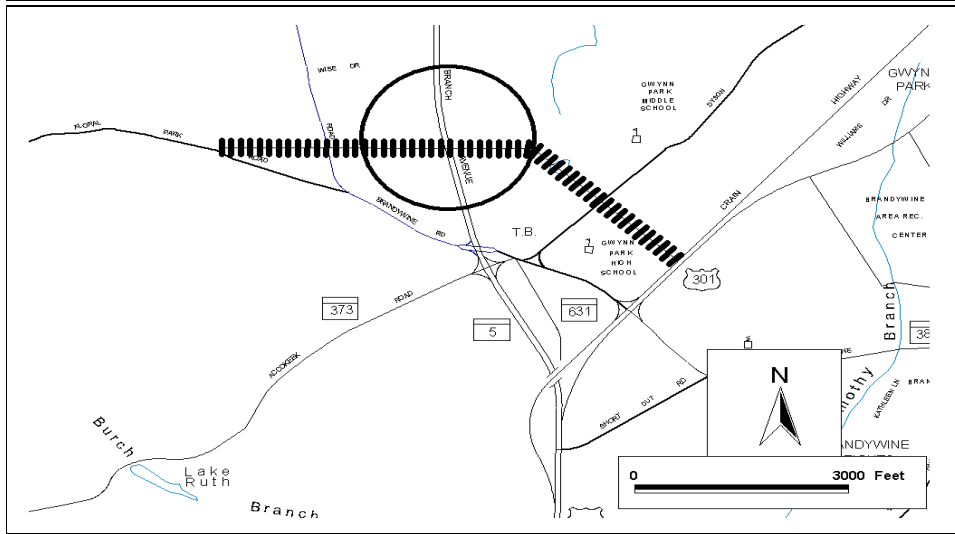
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 120,575

PROJECTED (2030) - 141,000

OPERATING COST IMPACT: N/A



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. Bicycle and pedestrian access will be included as part of this project where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase as growth continues to occur in southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)
 US 301, South Corridor Transportation Study (Line 22)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The remaining Federal High Priority Project Funds and Federal Appropriation Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,681	739	200	500	500	5,742	0	0	6,942	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,681	739	200	500	500	5,742	0	0	6,942	0
Federal-Aid	5,946	531	156	390	390	4,479	0	0	5,415	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

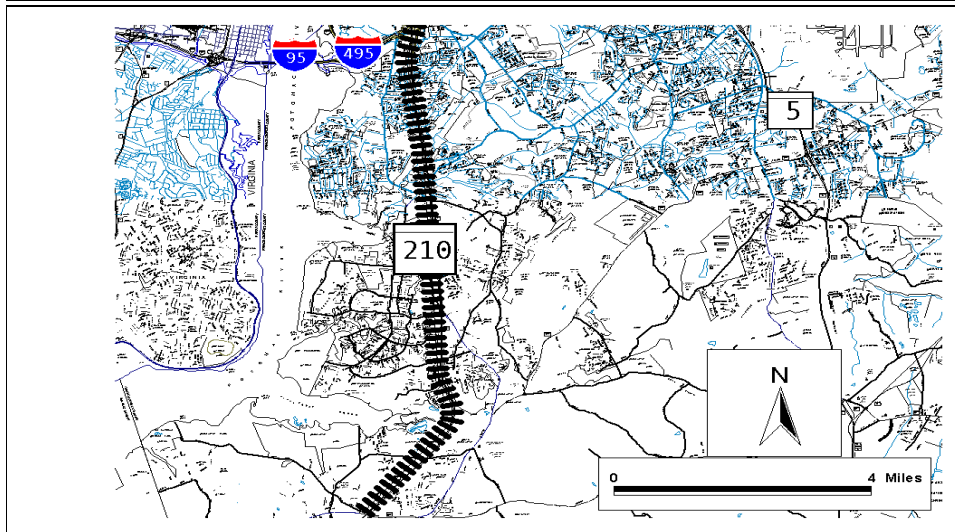
CURRENT (2005) - 59,800

PROJECTED (2030) - 114,800

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 20

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Multi-modal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Woodrow Wilson Bridge (Line 1)
 I-295/I-495, National Harbor Access (Line 4)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
 MD 210, Interchange at Kerby Hill/Livingston Roads (Line 21)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$0.6 million is due to the advanced acquisition of the Flaherty property.

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....			
Planning	2,855	2,830	25	0	0	0	0	0	0	25	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,362	635	727	0	0	0	0	0	0	727	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,217	3,465	752	0	0	0	0	0	0	752	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

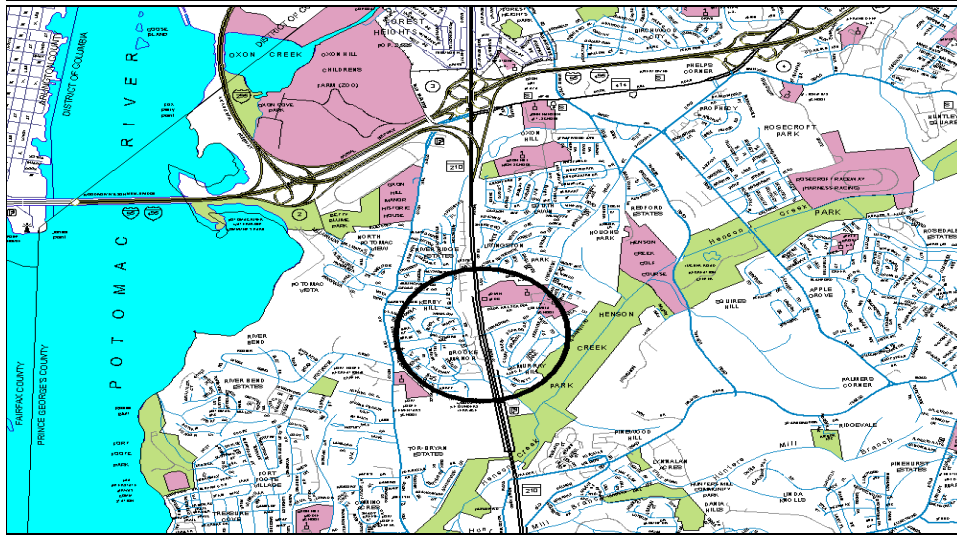
CURRENT (2005) - 77,100

PROJECTED (2030) - 126,350

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 21

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Reconstruct the existing MD 210 intersection at Kerby Hill Road/Livingston Road to a grade separated interchange. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Woodrow Wilson Bridge (Line 1)
 I-295/I-495, National Harbor Access (Line 4)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
 MD 210, MD 228 to 95/I-495 (Line 20)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,410	10	700	1,000	1,000	3,700	0	0	6,400	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,410	10	700	1,000	1,000	3,700	0	0	6,400	0
Federal-Aid	5,000	8	546	780	780	2,886	0	0	4,992	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

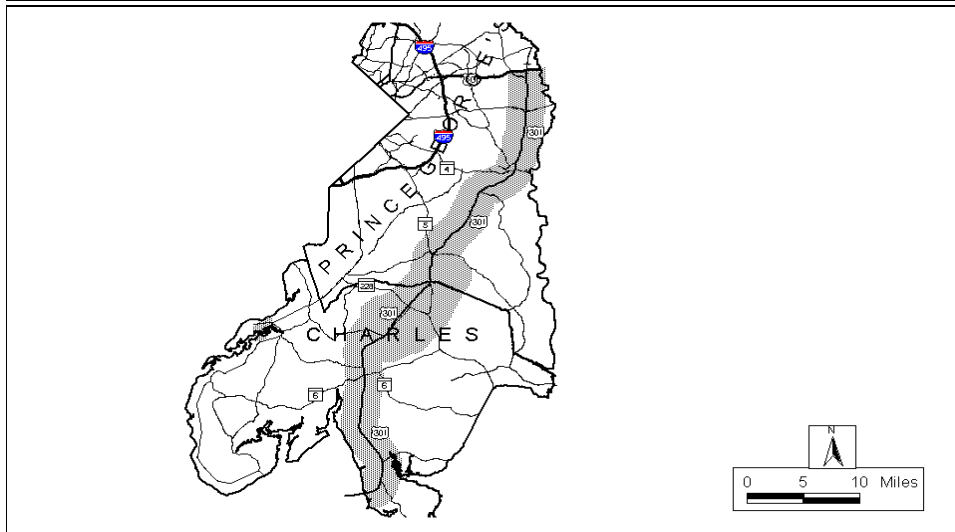
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 77,100

PROJECTED (2030) - 126,350

OPERATING COST IMPACT: N/A



PROJECT: US 301 South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway/transit improvements from the Potomac River to US 301/US 50 interchange in Bowie (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Bicycle and pedestrian access will be considered in the study.

JUSTIFICATION: This study will address transportation needs and alternatives, and consider related environmental and growth management issues.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☒ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to North of I-95/I-495 (Line 18)
 MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 19)
 US 301, North of Mount Oak Road to US 50 (Line 23)
 US 301, Waldorf Area Project (Line 24)

STATUS: Project Planning on hold for the entire corridor, but proceeding with breakout projects in Bowie and Waldorf. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$5.0 million is due to additional protective Right-of-way funds.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	10,497	10,397	50	50	0	0	0	0	100	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	59,018	34,246	5,400	2,600	4,000	4,000	4,000	4,772	24,772	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	69,515	44,643	5,450	2,650	4,000	4,000	4,000	4,772	24,872	0
Federal-Aid	7,348	7,278	35	35	0	0	0	0	70	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

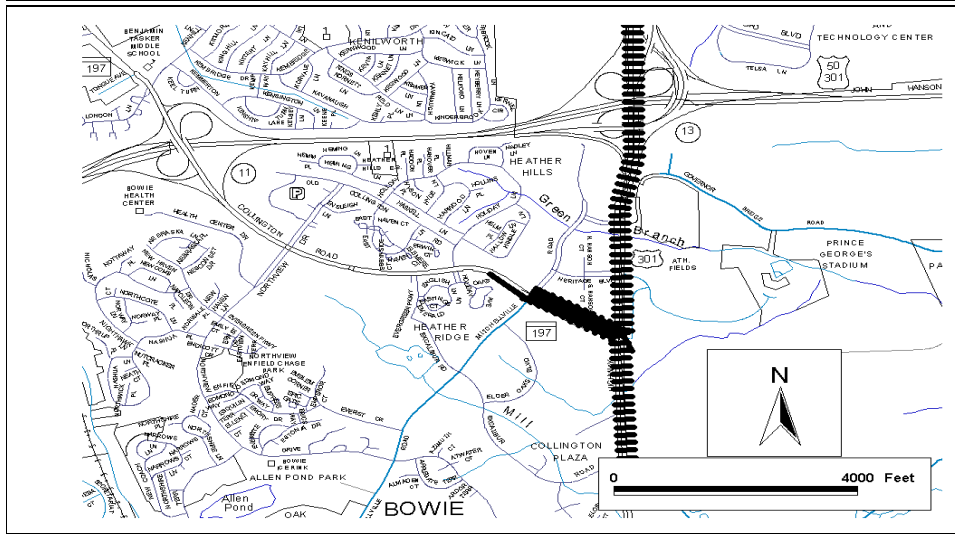
CURRENT (2005) - 85,100

PROJECTED (2030) - 114,300

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 23

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 3, US 50 to MD 32 (Line 16)
US 301, South Corridor Transportation Study (Line 22)
US 301, Waldorf Area Project (Line 24)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2009	2010	2011	2012		
Planning	2,118	1,884	84	100	50	0	0	0	234	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,118	1,884	84	100	50	0	0	0	234	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

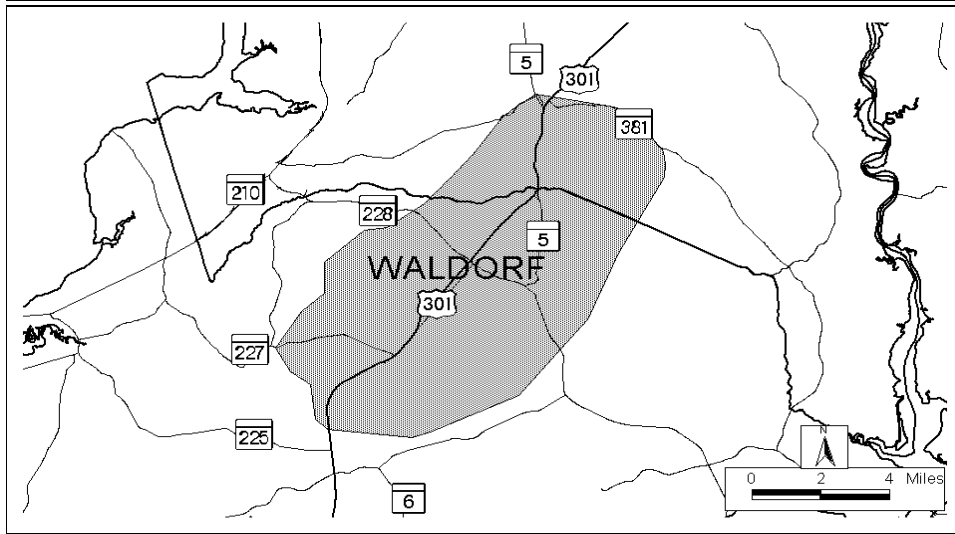
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 73,000

PROJECTED (2030) - 176,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 24
PRIMARY DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: US 301, Waldorf Area Project

DESCRIPTION: Examine alternatives to upgrade and widen US 301 through Waldorf and/or construct an access controlled bypass of Waldorf from Turkey Hill Road/Washington Ave. in Charles County to north of the US 301/MD 5 interchange at T.B. in Prince George's County.

JUSTIFICATION: Existing US 301 is a primary highway that experiences congestion due to intense commercial development and high volumes of commuter traffic.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Line 22)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2009	2010	2011	2012		
Planning	4,667	670	1,000	1,895	1,102	0	0	0	3,997	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,667	670	1,000	1,895	1,102	0	0	0	3,997	0
Federal-Aid	3,267	469	700	1,327	771	0	0	0	2,798	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

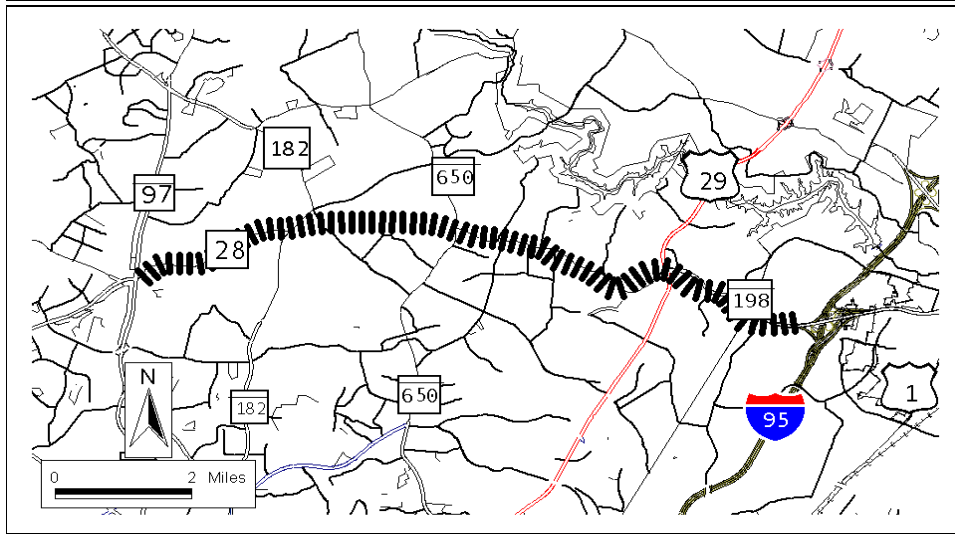
CURRENT (2005) - 85,100

PROJECTED (2030) - 114,200

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 25

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's Counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate. (BRAC Related)

JUSTIFICATION: This project would accommodate travel safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☒ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 7)
 I-95/Contee Road Interchange (Line 11)
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 27)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	3,380	2,870	220	210	80	0	0	0	0	510	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	109	2	0	107	0	0	0	0	0	107	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,489	2,872	220	317	80	0	0	0	0	617	0
Federal-Aid	2,366	2,009	154	147	56	0	0	0	0	357	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

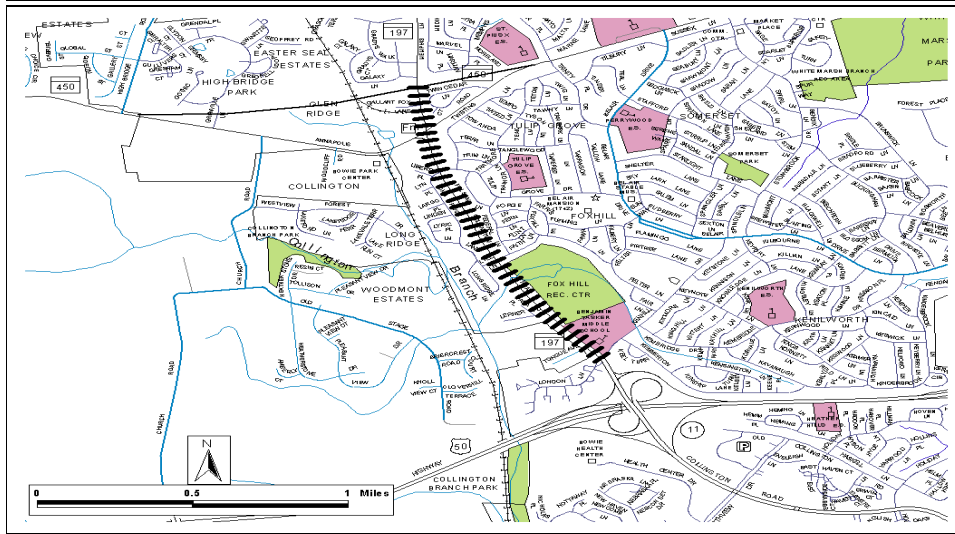
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 17,500 - 33,600 (MD 28)
18,000 - 65,700 (MD 198)

PROJECTED (2030) - 29,800 - 42,000 (MD 28)
24,500 - 75,100 (MD 198)

OPERATING COST IMPACT: N/A



PROJECT: MD 197, Collington Road

DESCRIPTION: Study to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to the City of Bowie.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 450, Bridge over CSX Railroad (Line 10)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. County contributing \$1.0 million to planning study. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2009	2010	2011	2012		
Planning	700	52	118	228	177	125	0	0	648	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	700	52	118	228	177	125	0	0	648	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

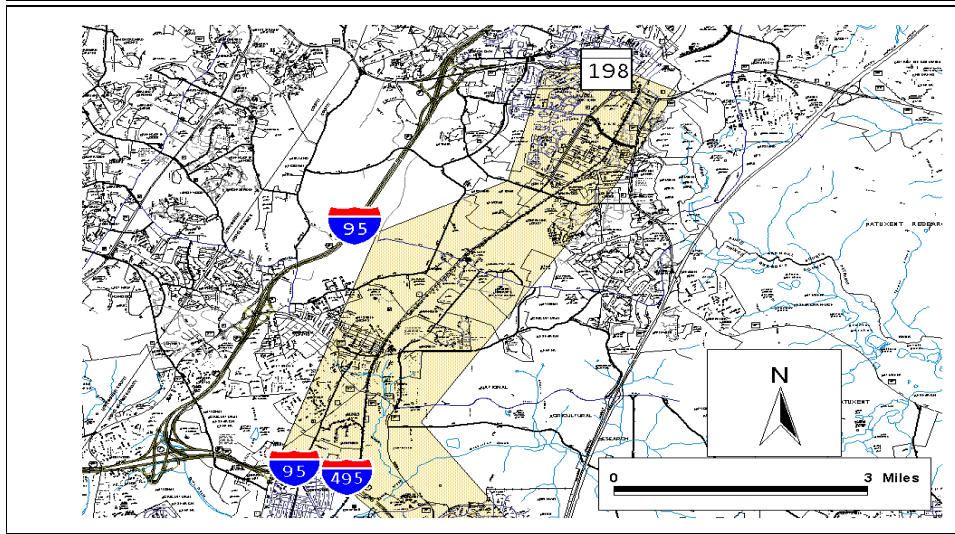
CURRENT (2005) - 38,600

PROJECTED (2030) - 58,150

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 27

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 201 Extended (Kenilworth Avenue)/US 1

DESCRIPTION: Study a 4 - 6 lane divided highway from I-95/I-495 (Capital Beltway) to MD 198 (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

JUSTIFICATION: US 1 and Edmonston Road are over capacity and experience severe congestion during peak periods. The local roadway network is inadequate. Industrial and employment centers are being developed in the area, which is expected to further increase traffic.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 7)
MD 212 Relocated, US 1 to I-95 (Line 8)
MD 28/MD 198, MD 97 to I-95 (Line 25)
US 1, College Avenue to Sunnyside Avenue (Line 31)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$1.5 million is needed to complete Project Planning.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2009	2010	2011	2012		
Planning	7,220	4,660	508	1,132	510	410	0	0	2,560	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,220	4,660	508	1,132	510	410	0	0	2,560	0
Federal-Aid	5,054	3,262	356	792	357	287	0	0	1,792	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

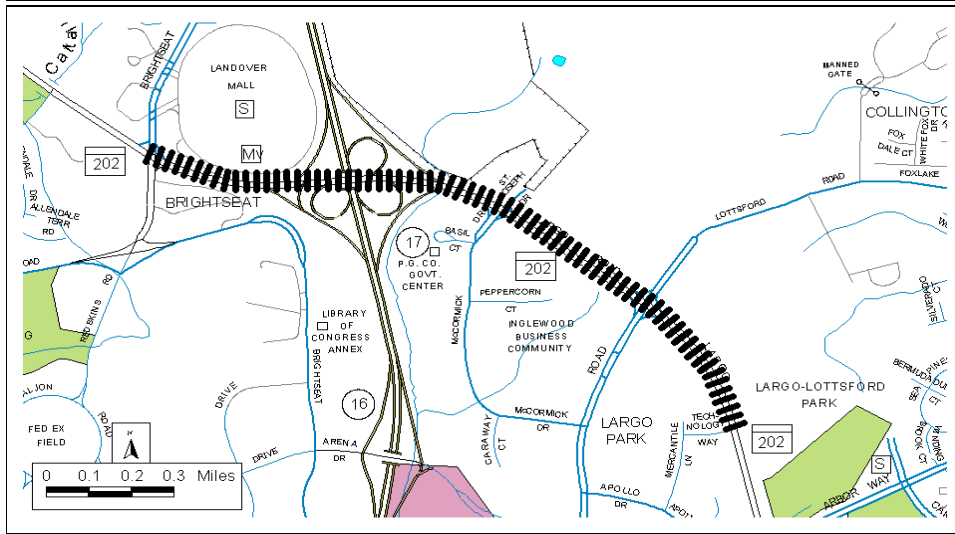
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 58,975

PROJECTED (2030) - 71,800

OPERATING COST IMPACT: N/A



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve intersections along the MD 202 corridor between Brightseat Road and Technology Way (2.1 miles). These improvements will provide enhanced access to the Largo Town Center Metro Station. Sidewalks will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Largo Town Center Metro Station, which was opened in the Winter of 2005, and will also relieve congestion along MD 202 during peak periods.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Interchange at Arena Drive - Interim Improvements (Line 3)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,100	94	50	100	100	1,756	0	0	2,006	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,100	94	50	100	100	1,756	0	0	2,006	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

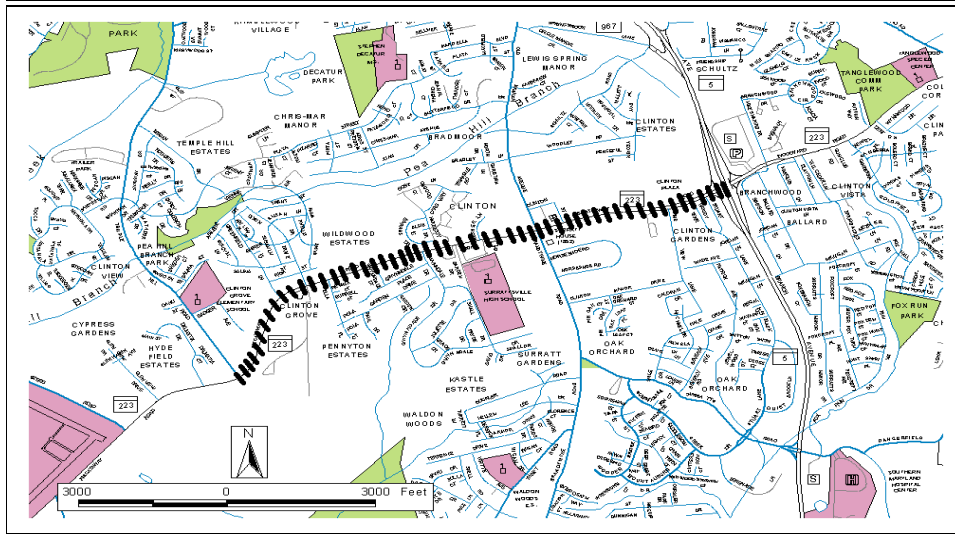
CURRENT (2005) - 70,000

PROJECTED (2030) - 75,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 29

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 223, Piscataway Road

DESCRIPTION: Reconstruct MD 223 from Temple Hill Road to MD 5.

JUSTIFICATION: Increased development along the MD 223 corridor has caused traffic congestion during peak hours. Additional roadway capacity is needed to address this congestion.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 @ TB to I-95/495 (Line 18)
 MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 19)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2009	2010	2011	2012	2013		
Planning	3,100	0	200	600	1,300	1,000	0	0	0	3,100	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,100	0	200	600	1,300	1,000	0	0	0	3,100	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - N/A

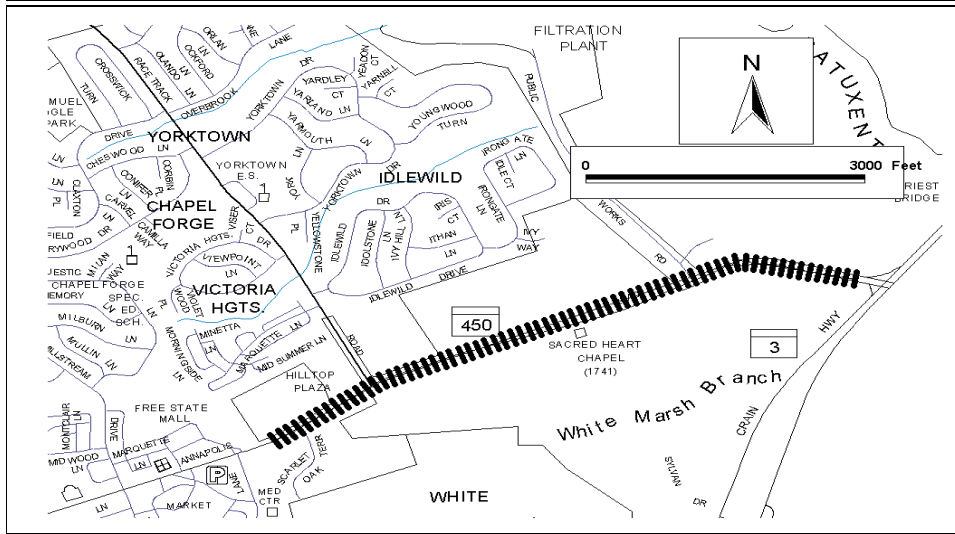
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 42,050

PROJECTED (2030) - 48,200

OPERATING COST IMPACT: N/A



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3 (1.37 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 16)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2009	2010	2011	2012		
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	3,656	786	150	25	25	2,670	0	0	2,870	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,990	2,120	150	25	25	2,670	0	0	2,870	0
Federal-Aid	2,925	629	120	20	20	2,136	0	0	2,296	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

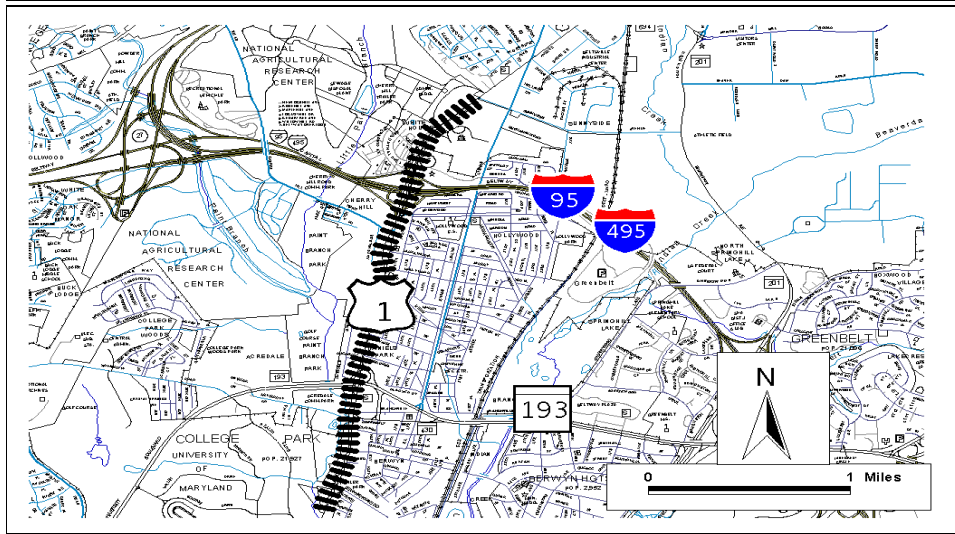
CURRENT (2005) - 28,700

PROJECTED (2030) - 58,850

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 31

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Study to reconstruct US 1 from College Avenue to Sunnyside Avenue (3.25 miles). Sidewalks and wide curb lanes will be included where appropriate.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation and safety. This project would also accommodate planned revitalization within College Park.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 212 Relocated, US 1 to I-95 (Line 8)
MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 27)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2009	2010	2011	2012	2013		
Planning	1,334	1,329	5	0	0	0	0	0	0	5	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,334	1,329	5	0	0	0	0	0	0	5	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 60,300

PROJECTED (2030) - 71,800

OPERATING COST IMPACT: N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions</u>				
<u>Safety/Spot Improvement</u>				
1	US 50	John Hanson Highway; at MD 197; improve eastbound ramp to MD 197	752	Completed
2	MD 410	Veterans Parkway; at Riverdale Road; widen to provide separate westbound left turn lane, intersection lighting, and modify signal	662	Completed
3	MD 450	Annapolis Road; stabilization of unnamed tributary adjacent to Marne Lane; drainage improvement	557	Completed
4	MD 650	New Hampshire Avenue; at Metzerott Road; extend southbound left turn lane, widen northbound to provide separate right turn lane, and re-stripe Metzerott Road to provide triple left turns	259	Completed
<u>Community Safety and Enhancements</u>				
5	US 1	Baltimore Avenue; Gorman Avenue to Howard County Line in Laurel; urban street reconstruct (southbound)	2,451	Completed
<u>Traffic Management</u>				
6	MD 410	East West Highway; Taylor Road to MD 212; traffic signal systemization	504	Completed
<u>Environmental Preservation</u>				
7	US 1	Baltimore Avenue; US 1 at MD 193; landscaping	164	Completed
<u>Intersection Capacity Improvements</u>				
8	US 301	Crain Highway; at Mitchellville Road; extend northbound left turn lane	131	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions (cont'd)</u>				
<u>Enhancements</u>				
<u>Landscaping/Scenic Beautification/Mitigation</u>				
9		Prince George's County Gateway Signs - construction of twelve gateway monuments with landscaping and lighting at locations where motorists enter Prince George's County from Washington, D.C. and one at the Anne Arundel County Line on US 50	307	Completed
<u>Fiscal Years 2007 and 2008</u>				
<u>Resurface/Rehabilitate</u>				
10	I 95/495	Capital Beltway; Outer Loop - MD 193 to Montgomery County Line; resurface	12,121	Under construction
11	I 95/495	Capital Beltway; Inner Loop - MD 193 to the Montgomery County Line; resurface, safety and drainage	10,503	Completed
12	MD 197	Laurel Bowie Road; Muirkirk Road to MD 198; resurface, safety and pedestrian improvements	3,892	Under construction
13	MD 198	Gorman Avenue/Fort Meade Road; 8th Street to the Anne Arundel County Line; resurface, safety and pedestrian improvements	2,014	Under construction
14	MD 201	Kenilworth Avenue; MD 410 (Veterans Parkway) to Paint Branch/Good Luck Road; resurface	1,732	Completed
15	MD 210	Indian Head Highway; Livingston Road to D.C. Line; resurface, safety and pedestrian improvements	1,691	Completed
16	US 301	Blue Star Memorial Highway; Chrysler Drive to 600 feet south of CSX railroad; resurface	1,013	Completed
17	MD 704	Martin Luther King Jr. Highway; Greenleaf Road to Barlow Road; resurface	2,172	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
18	US 1 NB	Second Street; Bridge 16001 over the Patuxent River; bridge deck replacement	1,438	Completed
19	CO 127	Auth Road; Bridge 16163 over I 95; bridge deck replacement	2,970	Completed
<u>Safety/Spot Improvement</u>				
20	MD 4	Pennsylvania Avenue; various locations throughout Prince George's County; replace turndown end treatments and upgrade traffic barriers	859	Under construction
21	MD 4	Pennsylvania Avenue; Walters Lane to Parkland Drive; pedestrian safety improvements	2,228	Under construction
22	MD 5	Branch Avenue; at 32nd Avenue/Bonita Street; addition of an island	300	FY 2008
23	MD 5	Branch Avenue; at Beech Road; intersection beacon upgrade	54	Under construction
24	US 50	John Hanson Highway; MD 197 to US 301; interchange lighting	31	Completed
25	US 50	John Hanson Highway; various locations throughout Prince George's County; replace turndown end treatments and upgrade traffic barriers	859	Under construction
26	I 95	Capital Beltway; at US 1; interchange lighting	1,200	Under construction
27	MD 193	University Boulevard; at Hanover Parkway; construct a second left turn lane (Funded for preliminary engineering only)	300	PE Underway
28	MD 193	University Boulevard; at MD 212; add westbound left turn lane and a third eastbound through lane (Funded for preliminary engineering only)	158	PE Underway
29	MD 201	Kenilworth Avenue; MD 193 to I 495 ramp; geometric improvements	686	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
30	MD 202	Largo Road; at Campus Way South; provide for double left turns southbound	1,608	Under construction
31	MD 212	Riggs Road; interchange at Sargent Road; widen median and restripe southbound MD 212 (Funded for preliminary engineering only)	33	PE Underway
32	MD 650	New Hampshire Avenue; at MD 320; reconstruct MD 320 median and island to provide third left turn lane, reconstruct southbound MD 650 to provide separate right turn lane and reconstruct northbound MD 650 median to extend left turn lane	680	Completed
33	MD 704	Martin Luther King Jr. Highway; DC Line to Hill Road; traffic calming (Funded for preliminary engineering only)	282	PE Underway
<u>Community Safety and Enhancements</u>				
34	US 1	Second Street; Talbot Avenue to Howard County Line in Laurel; streetscape (northbound)	2,244	FY 2007
35	MD 212	Powder Mill Road; Roby Avenue to Odell Road (Beltsville); pedestrian safety and drainage improvements	150	FY 2007
36	MD 650/193	New Hampshire Avenue/University Boulevard; MD 650 from Holton Lane to Merrimac Drive and MD 193 from 800 feet west of MD 650 to 800 feet east of MD 650 (Langley Park/Takoma Park); streetscape and safety improvements (Note: Project also shown in Montgomery County)	6,000	FY 2007
<u>Noise Barriers</u>				
37	I 95	Capital Beltway; Temple Hills Road to MD 5; noise barriers (Yorkshire Village, Temple Hills Terrace and Woodlane)	6,697	Completed
38	I 95	Capital Beltway; Cherry Hill Road Overpass to CSX Railroad; noise barriers (Knollwood, Powder Mill Estates and Hollywood)	3,558	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Noise Barriers (cont'd)</u>				
39	MD 197	Laurel Bowie Road; Contee Road and Montpelier Drive bridge 160360; noise abatement	1,332	FY 2007
40	MD 450	Annapolis Road; West of Moylan Drive to 600 feet east of Moylan Drive; (Note: Preliminary Engineering to begin in FY 2007, construction to begin in Fiscal Year 2009); noise abatement	75	PE Underway
<u>Traffic Management</u>				
41	US 1 ALT	Baltimore Avenue; MD 410 to Charles Amentrout Drive; traffic signal systemization	741	Under construction
42	MD 223	Woodyard Road; at Dower House Road; install traffic signal	90	FY 2007
43	MD 650	New Hampshire Avenue; Sheridan Street to Metzerott Road; traffic signal systemization	1,840	FY 2007
<u>Environmental Preservation</u>				
44	I 495	Capital Beltway; at Auth Road overpass; landscape	111	Under construction
<u>Sidewalks</u>				
45	MD 193	Greenbelt Road; Cherrywood Lane to Cunningham Drive; retrofit sidewalks	85	Under construction
46	MD 564	Chestnut Avenue; south of Amtrak bridge to north of the Amtrak bridge; retrofit sidewalk - 80 linear feet	6	FY 2007
47	MD 564	9th Street; Maple Avenue to west of Chapel Avenue; retrofit sidewalk - 300 linear feet	25	FY 2007
<u>Intersection Capacity Improvements</u>				
48	US 1	Baltimore Avenue; at Rhode Island Avenue; geometric improvements	686	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
49	MD 193	Enterprise Road; at Woodmore/Lottsford Road; extend existing northbound left turn lane (Note: The cost shown represents SHA share of project cost)	2,300	FY 2008
50	MD 197	Laurel Bowie Road; at Powdermill Road; widening for left turn lanes (Funded for preliminary engineering only)	246	PE Underway
51	MD 201	Edmonston Avenue; at Cherrywood Lane; widening for left turn lanes	840	Completed
52	MD 210	Indian Head Highway; Livingston and Palmer Road and Livingston and Swan Creek Road; geometric improvements	477	FY 2007
53	MD 223	Woodyard Road; at Rosaryville Road; intersection improvements (Funded for preliminary engineering only)	265	FY 2008
54	US 301	Crain Highway; Mill Branch Road/Excalibur Road; widening (Note: The cost shown represents SHA share of project cost)	400	FY 2008
55	MD 381	Brandywine Road; at Cedarville Road; improve sight distance (Note: The cost shown represents SHA share of project cost)	600	FY 2008
56	MD 410	East West Highway; at MD 500; widening for double left turn/realign lanes (Funded for preliminary engineering only)	300	PE Underway
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
57		North Gate Park at the Paint Branch - construction of two pedestrian bridges over the Paint Branch and 8 feet wide paved trail	830	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
58		College Park Trolley Trail - construction of 2,600 feet trail along Rhode Island from Albion Road to Rhode Island Avenue including plaza/gateway at Calvert Road	90	Underway
		<u>Environmental Mitigation</u>		
59		Functional Enhancement of Stormwater Management Facilities in Prince George's County - improvements to 24 existing stormwater management facilities	1,318	Underway
60		Anacostia East Restoration - restoration of 22.5 acres of landfill to tidal wetlands to improve water quality from highway runoff	2,500	FY 2007